

# CHINA



# MAIL.

Established February, 1845. With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 4019. 號六十月五年六十七百八千一英

HONGKONG, TUESDAY, MAY 16, 1876.

日三十月四年子丙

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

**LONDON.**—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORON, 121, Holborn Hill, E.C. BATES, HENDY & CO., 4, Old Jewry, E.C. SAMUEL DRAGON & CO., 150 & 154, Leadenhall Street.

**NEW YORK.**—ANDREW WIND, 133, Nassau Street.

**AUSTRALIA, TASMANIA, AND NEW ZEALAND.**—GORDON & GORON, Melbourne and Sydney.

**SAN FRANCISCO** and American Ports generally.—BLAIR & BLACK, San Francisco.

**CHINA.**—SWATOW, QUERON & CAMPBELL, Amoy, GILK & CO., Foochow, HEDDER & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & CO., Manila, C. HENDERSON & CO., Macao, L. A. DA GAMA.

## Banks.

**COMPTOIR D'ESCOMPTE DE PARIS.**  
INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848.  
—s n d—  
BY IMPERIAL DECREE OF 25TH JULY, 1854, AND 31ST DECEMBER, 1865.

Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

Francs. & Sterling.  
PAID-UP CAPITAL, 80,000,000 3,200,000  
RESERVE FUND, 20,000,000 800,000

**HEAD OFFICE.**—14, Rue Bergère, Paris.  
**LONDON AGENT.**—144, Leadenhall St., E.C.

**AGENCIES.**—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.

**LONDON BANKERS.**—Bank of England, Union Bank of London.

## HONGKONG AGENCY.

**INTEREST ALLOWED.**  
ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the office.

**CHR. DE GUIGNÉ,**  
Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1876. jy1

## HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 100,000 Dollars.

**COURT OF DIRECTORS.**  
Chairman—E. R. BELLING, Esq.  
Deputy Chairman—AD. ANDRE, Esq.  
J. F. CORDELL, Esq. S. W. POMEROY, Esq.  
H. HOPKINS, Esq. F. D. SASSON, Esq.  
A. MOYER, Esq.

## CHIEF MANAGER.

Hongkong, JAMES GREIG, Esq. Manager.  
Shanghai, EWEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

## HONGKONG.

**INTEREST ALLOWED.**  
ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balances.  
On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

**LOCAL BILLS DISCOUNTED.**  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

## JAMES GREIG, Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, February 17, 1876.

## NOW READY.

**PENG-SHUI: OR, THE RUDIMENTS OF A NATURAL SCIENCE IN CHINA.** By Dr. E. J. EYRE. One Volume. 8vo. Price, \$1.50.

**BUDDHISM, ITS HISTORY, THEORY AND PRACTICE.** By Dr. E. J. EYRE. Second Edition. One Volume. 8vo. Price, \$1.50.  
Orders will be received by Messrs Lane, Crawford & Co., Hongkong, July 31, 1876.

## Notices of Firms.

**NOTICE.**  
WE have authorized Mr. HUGO LUBBER to sign our Firm at Foochow per procuration. SIEMSEN & Co.  
Hongkong, May 15, 1876. jcl5

**NOTICE.**  
I have this day authorized Mr. J. Y. V. SHAW to sign my name per procuration. A. MACG. HEATON.  
Hongkong, January 1, 1876.

**NOTICE.**  
THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS.  
E. C. RAY.  
Bank Buildings,  
Hongkong, February 3, 1876.

**NOTICE.**  
WE have Established branches of our Firm at Haiphong and Banol. Mr. E. COMANET is authorized to sign by procuration in Tonquin. LANDSTEIN & Co.  
Hongkong, December 31, 1875.

**NOTICE.**  
THE Interest and Responsibility of Mr. J. ALABOR in our Firm ceased on the 31st December last. The Business will be carried on under the style of MEYER & CO. MEYER, ALABOR & Co.  
Hongkong, April 29, 1876. my29

**NOTICE.**  
THE Undersigned has been appointed SURVAYOR to LLOYDS REGISTER at this Port. R. H. CAIRNS.  
1, Club Chambers,  
Hongkong, April 20, 1876.

## For Sale.

**SAYLE & Co.** have opened their first delivery of New Goods for the coming Season, to which they invite special attention.

Ladies' and Children's Ready-made Costumes in a variety of Styles.

Morning Wrappers in Embroidered Linen, Printed, Cambric, White Brilliante and Muslin.

French Toilet Jackets.

Richly Embroidered Cambric Skirts.

A Large Assortment of Dress Materials in all the newest designs.

French Millinery of the latest fashions.

Boys' Holland Suits & Pinafores.

Ladies' Underclothing.

Ladies' and Children's Boots and Shoes.

Also,  
A fresh supply of the "Little Wanzler" Sewing Machines.

Agents for Hongkong.

**SAYLE & Co.,**  
VICTORIA EXCHANGE,  
Queen's Road & Stanley Street.

**FOR SALE.**  
DANISH BEER from the TUBORG FABRIKKE.  
LANE, CRAWFORD & Co.  
Hongkong, May 15, 1876. my30

**NOTICE.**  
THE Undersigned, having been for 18 years in this Port at Ship's Comptroller and Stevedore, has always on hand

**FOR SALE.**  
First Class Tea Ballast, at 55 cents per ton.  
Second " " 50 " "  
Blue Stone Ballast, " 35 " "  
Stone Ballast, " 30 " "  
Coolies for discharge, " 6 " "  
Coolies for discharge, " 7 " "  
Coolies for discharge, " 7 " "

**Also.**  
Fresh PROVISIONS, OILMAN'S STORES, Paints, Oil, &c., &c. can be had at more moderate rates for Shipmasters than anywhere else at this Port. If any Shipmasters require my services, they will please hold No. 6 Ring on the main quay, or apply to No. 57, Praya West (between the Canton Steamers' Wharves).

**SHIP'S COMPTROLLER AND STEVEDORE.**  
Hongkong, May 2, 1876. my2

## For Sale.

**JUST PUBLISHED.**  
"BRITISH OPIUM POLICY."—By F. S. TURNER, B.A.—Price \$3.  
Hongkong: LONDON MISSION HOUSE.  
May 10, 1876. my17

## Intimations.

**HONGKONG.**  
**Chs. J. GAUPP & Co.,**  
WATCHMAKERS & JEWELLERS,  
38, Queen's Road,  
NAUTICAL INSTRUMENTS,  
CHRONOMETERS,  
&c., &c., &c.  
Carefully Repaired, Cleaned and accurately rated under guarantee.  
All Repairs in the above line done at reasonable rates and with despatch.  
Hongkong, May 1, 1876. tf.

**AFONG,**  
PHOTOGRAPHER,  
by appointment, to  
H. E. SIR ARTHUR KENNEDY,  
GOVERNOR OF HONGKONG;  
and to  
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,  
Wyndham Street, formerly ATHLETIC CLUB.  
HAS on hand the Largest and Best collection of Views, &c., of Amoy, Formosa and all the different Chinese Ports. Also, a large assortment of Photographic Albums, Frames, Writing Cases, Desks and many other ornamental and useful articles too numerous to mention.  
Hongkong, May 15, 1876.

**IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE**  
"SHANGHAI COURIER AND CHINA GAZETTE."

IT WILL BE THE  
CHEAPEST DAILY PAPER IN CHINA  
and as a large  
INCREASE OF CIRCULATION  
MAY BE CONFIDENTLY ANTICIPATED, THE  
ADVANTAGE TO  
ADVERTISERS  
IS OBVIOUS.

## COSMOPOLITAN DOCKS.

THE DOCKS being now completed, are capable of DOCKING any size VESSELS frequenting this Port, and executing any REPAIRS required.

A large quantity of SPARS, LUMBER, IRON, COPPER, YELLOW METAL, &c., &c., always kept in Stock at cheap rates.

Length of Dock, 455 Feet.  
Breadth do., 92 "  
Depth of Water, Springs, 24 "  
do. do., Neap, 21 "

The following Rates will be charged until further notice:—

Recoopering, including Dockage, Shoring, Labor, Felt, Pitch, Tar and Oakum, 80 cents per Sheet.

Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.

Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 30 cents per Ton Gross Register.

For further particulars, apply to  
W. B. SPRATT & Co.,  
9, Praya East.  
Hongkong, April 20, 1876.

**THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED, OF LONDON.**

SUBSCRIBED CAPITAL, £500,000.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, are prepared to issue Policies of Marine Insurance at current rates, payable in London, India, Australia, New Zealand, Straits, Mauritius, Java, Manila, China, Japan, California, &c., &c.

**ADAMSON, BELL & Co.**  
Hongkong, March 24, 1876. jcl4

**NOT.**—By the Company's Articles of Association it is provided that, after payment to the shareholders of a dividend of 10 per cent. per annum, one fourth of the residue of profits will be rateably divided amongst those Insurers out of whose business profits have been made during the year.

**STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.**

SUBSCRIBED CAPITAL, £200,000.

THE Undersigned, having been appointed Agents in Hongkong and Shanghai for the above Company, are prepared to issue Policies of Fire Insurance at current rates.

**ADAMSON, BELL & Co.**  
Hongkong, March 24, 1876. jcl4

## Intimations.

**THE MEDICAL HALL,**  
37, Queen's Road, Hongkong.  
ESTABLISHED 1853.  
TH. KOFFER, Proprietor.  
Hongkong, April 28, 1876. ap28

**AT YON,**  
SHIPS' COMPTROLLER AND STEVEDORE,  
No. 57, Praya West.  
SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.  
Of the best quality and at the shortest notice.  
Hongkong, May 1, 1876.

**F. KRUPP'S CAST STEEL WORKS,**  
Essen (Germany).  
Sole Agent for China,  
F. PEIL,  
HONGKONG, SHANGHAI, COLOGNE (Germany.)

**TENDERS FOR DOCKING AND REPAIRING** the Hull of the Spanish Brig *DORA*, for new Masts complete, new Riggers and a complete suit of Sails, will be Received at the Office of the Undersigned up to Noon on WEDNESDAY, the 17th Instant.

H. KIER.  
Hongkong, May 15, 1876. my17

**S. S. ORESTES.**  
A COPY of the above Steamer's Protest has been Received by the Undersigned and now lies at their Office for inspection by those interested.

**BUTTERFIELD & SWIRE.**  
Hongkong, May 15, 1876. my25

**NOTICE.**  
P. & O. S. N. COMPANY.

THE "HINDOSTAN," leaving here with the Mails of the 20th May, and subsequent Mail Steamers, until further notice, will proceed direct to Southampton.

A. MOYER,  
Superintendent.  
Hongkong, May 8, 1876.

**HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.**

FROM and after WEDNESDAY, the 10th Instant, and until further notice, the Steamer "POWAN" will run between HONGKONG and MACAO on alternate days, leaving HONGKONG on Tuesdays, Thursdays and Saturdays, and MACAO on Mondays, Wednesdays and Fridays, at 9 a.m.

By Order, P. A. DA COSTA,  
Secretary.  
Hongkong, May 8, 1876.

## Shipping.

### Steamers.

**CASTLE LINE OF STEAMERS.**

**FOR FOOCHOW (DIRECT.)**

The Steamer "BRAEMAR CASTLE" will be despatched for the above Port on or about the 17th Instant.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, May 11, 1876. my17

**FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.**  
(Calling of SOMERSET, COOKTOWN, CLEVELAND BAY, BOWEN and KEPPEL BAY, to land Mails and Passengers.)

The Eastern and Australian Mail Steam Co.'s Steamer "BRISBANE"  
Captain BALFOUR, will be despatched at 11 above on SATURDAY, the 20th Instant, at Noon.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.  
Agents.  
Hongkong, May 12, 1876. my20

**FOR SINGAPORE, PENANG AND CALCUTTA.**

The British Steamship "ARRATON APUAR," Captain METAVIAN, will leave this for the above Ports on SATURDAY, the 20th Instant, at 8 p.m. Despatches will close at 2.30 p.m.

For Freight or Passage, apply to  
DAVID SASSON, SONS & Co.,  
Agents.  
Hongkong, May 15, 1876. my20

## Shipping.

### Steamers.

**FOR SWATOW, AMOY & FOOCHOW.**  
The Steamship "NAMOA,"  
Captain WESTON, will be despatched for the above Ports on WEDNESDAY, the 17th Instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARPAIK & Co.  
Hongkong, May 13, 1876. my17

**OCEAN STEAMSHIP COMPANY.**

**FOR LONDON VIA SUEZ CANAL.**  
The Company's Steamship "ANTENOR" will be despatched on or about the 25th Instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, May 8, 1876. my25

**FOR SINGAPORE, PENANG AND CALCUTTA.**

The Steamship "PENQUIN,"  
C. COWELL, Commander, will leave for the above Ports on SATURDAY, the 20th Instant, at 3 p.m. Despatches will close at 2.30 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.  
Hongkong, May 13, 1876. my20

### Sailing Vessels.

**FOR SAN FRANCISCO.**  
The A 1 British Ship "MARGARITE,"  
JAMES OWEN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, March 27, 1876.

**FOR LONDON.**  
The A 1 British Clipper Barque "HOP,"  
Capt. BOULTON, will load here for the above Port, and will have immediate despatch.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, May 11, 1876.

**FOR NEW YORK.**  
The A 1 American Ship "CHARTER OAK,"  
SMITH, M. ter, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, March 27, 1876.

**FOR SAN FRANCISCO.**  
The A 1 American Ship "ANNIE FISH,"  
HOFFER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, May 12, 1876. jyl

**FOR SAN FRANCISCO.**  
The A 1 American Ship "COMET,"  
BEAT, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, May 12, 1876. jyl

**FOR LONDON.**  
The A 1 British Clipper Barque "BRITISH CROWN,"  
W. ANDREWS, Master, having the greater part of her Cargo engaged, will have quick despatch as above.

For Freight, apply to  
MEYER & Co.  
Hongkong, May 11, 1876.

**FOR LONDON.**  
The A 1 British Ship "CHANNEL QUEEN,"  
N. LEVERTER, Master, having the greater part of her Cargo engaged, will have quick despatch as above.

For Freight, apply to  
MEYER & Co.  
Hongkong, April 6, 1876.

**FOR MELBOURNE & SYDNEY.**  
The A 1 British Barque "MARQUIS OF ARGYLE,"  
Captain McKEN, will have immediate despatch for the above Ports.

For Freight or Passage, apply to  
ROZARIO & Co.  
Hongkong, April 21, 1876.

## Shipping.

### Sailing Vessels.

**FOR LONDON.**  
The S 1 L. 11 German Barque "J. H. JESSEN,"  
RAMMUSSEN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBURG & Co.  
Hongkong, May 6, 1876.

### Notices to Consignees.

**OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**

CONSIGNEES of Cargo per Company's Steamer *Oceanic* are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods. Cargo impeding the discharge of the Steamer, will be landed and stored at Consignees' risk and expense.

G. B. EMORY,  
Agent.  
Hongkong, May 13, 1876. my17

**S. S. GALATEA,**  
FROM HAMBURG, PENANG AND SINGAPORE.

CONSIGNEES of Goods by the above Steamer are hereby notified that their Cargo is being landed and stored at their risk into the Godowns of the Undersigned, whence delivery may be obtained. Goods remaining in store after the 15th Instant will be subject to rent. Optional Cargo will be forwarded, unless applied for by the Consignees before 4 p.m. To-day, the 15th Instant. Bills of Lading will be countersigned by SIEMSEN & Co.,  
Agents.

Hongkong, May 11, 1876. my18

**RUSSIAN S. S. TOZHATOFF.**  
SARONOFF, Master, FROM LONDON via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godown of the Undersigned, from whence delivery may be obtained. Consignees wishing to take their Goods from the boats alongside the Wharf are at liberty to do so. Goods remaining in store after the 10th Instant will be subject to rent. Optional Cargo will be forwarded unless notice to the contrary is given before Three o'clock this afternoon. Bills of Lading will be countersigned by Wm. POSTAU & Co.,  
Agents.

Hongkong, May 11, 1876. my19

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**S. S. AMAZONE.**

**NOTICE.**  
CONSIGNEES of Cargo per S. S. "Indus," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godown, whence delivery may be obtained from To-morrow, the 15th Instant, at 12 o'clock.

Optional Cargo will be forwarded, unless intimation is received from the Consignees, before Noon To-morrow, the 15th Instant, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Saturday, the 20th Instant, at Noon, will be subject to rent and landing charges. No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Acting Agent.  
Hongkong, May 14, 1876. my20

**BRITISH SHIP BELTED WILL,**  
FROM LONDON.

CONSIGNEES of Cargo by the above named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel, will be landed and stored at Consignees' risk and expense.

**VOGEL, HAGEDORN & Co.,**  
Agents.  
Hongkong, May 5, 1876.

**CONSIGNEES of Cargo per German Bark IPHIGENIA, MATTHEW, Master,** from Hamburg, are requested to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense. Consignees will have to sign an Address Book before countersignature of the Bills of Lading.

Wm. POSTAU & Co.,  
Agents.  
Hongkong, April 24, 1876.







6th inst., was—in silver, to Penang, £20,000; to Singapore, £9,000; to Hongkong, £4,375; to Shanghai, £23,821; to Yokohama, £21,080; total, £87,376.

The suspension of Mr. R. G. Love, London, and Messrs. Rothwell, Love, and Co., Shanghai, is reported. Liabilities not stated.

The following are the latest quotations of Banking and other Companies connected with the Far East:—Agra Bank, 8½ to 9; Chartered Bank of India, 16 to 17; Chartered Mercantile Bank, 23 to 25; Comptoir D'Escompte, 1,620; Deutsche Bank, Th. 151½; Hongkong and Shanghai Bank, 23 to 24; Oriental Bank, 41 to 43; P. and O. Company, 85 to 86; Messageries Maritimes, 1,620; Suez Canal, 1,700; Japan Loan 5 per cent., 100 to 105; 4½, 7 per cent., 99 to 101.

The market for bar silver has a higher tendency, in consequence of the rise in the Bank of Bengal's rate of discount, and the price of fine bars may be quoted as 53½d. to 54½d. per oz. firm. Mexican Dollars have been sold at 54½d. per oz. for transmission to China.

A Hamburg correspondent says:—Although the traffic in the river is on a lively and promising scale as regards shipping in general, I cannot say the same as regards our communication with the Far East, which seems to be growing less and less every week. Of arrivals I have to report the *Egeria*, s.s. from Hongkong, &c.; the *Ocean*, Hoyer, from Hongkong, &c.; the *P. S. Libben*, Winter, from San Francisco; the *Departure*, only the *Johns*, Kramer; Captain Eggers, to Nicolajefsk, with a general cargo. On the berth are "fifty" vessels in all, amongst which are the *Egeria*, s.s. (Deutsche Dampfschiffahrt); for Penang, Singapore, and Shanghai, advertised to leave on the 6th May; the *Adeline*, Biet, for Singapore; *Van Peter*, Moisen for Bangkok; *Hansa*, Deneken, for Hongkong; *Bonita*, Stehr, for Japan; and *Schiller*, Dinklage, for San Francisco. From all this it is evident that the general dulness in business is especially evident in our East India trade, which it is to be hoped will soon partake in the general improvement which seems to be affecting other branches of our seafaring interests.

#### INQUESTS.

An inquest was held on the body of Thomas Evans, a lamp-trimmer, belonging to the S. S. *Macgregor*, before Mr. James Russell, and a Jury, consisting of Messrs. D. R. Crawford, M. de Souza and C. F. Grossmann. It appears that deceased, with two other men belonging to the same steamer, went to bathe in a stream, and deceased was unable to swim and was drowned in consequence, and those with him were wholly unable to save him.

The jury returned a verdict of accidental drowning.

A second inquest was held on the body of a Chinese woman named Chun Afook, supposed to have been poisoned by a man servant in the house and who was arrested for the murder.

Inspector Batten asked for an adjournment, as he had since learned that there were bruises on the body indicating that a great struggle had taken place, and he wished to find out the cause. He had also learned that a box and several pieces of furniture were broken, indicating a scuffle.

Chinese constable No. 239 said he was called to the house and saw the deceased. She appeared to him to be intoxicated; she was holding on to a man named Kwok Ahum and beating her breast and heard her ask him "how is this?" Thinking there was something wrong the constable arrested Kwok Ahum. He had no other reason for arresting him; but a woman afterwards told him in the presence of the prisoner that the prisoner had given the deceased some medicine of a stupefying nature. The deceased had been to visit one Si Amah, where this constable was called. He did not see anything about the mouth of the deceased indicating that she been taking opium, and he asked the prisoner what he had given her. He did not know what relationship existed between the prisoner and the deceased.

Pak Alook, a woman, residing in the same house, said the deceased had a husband in Canton and two children in this Colony. She left her husband because he gambled and was unable to keep her. The deceased had been living with the prisoner lately. The prisoner went to Canton in the 3rd month of this year, and has only been to see the deceased twice since. The last time he came, she became insensible. I adopted a male child belonging to the deceased aged seven. The adoption was only nominal. I saw him again last Saturday when he arrived by the Canton steamer, and has been staying with the deceased since then. He broke a trunk belonging to her after having quarrelled with her; this was yesterday. He beat her severely, but did not do so. The quarrel arose from the prisoner having beaten her child. The deceased told me the prisoner wanted "me to take some strengthening pills, but I would not do so." The prisoner did not hear her tell me this. About 10 o'clock I returned to my own house. The deceased appeared very well then. A man called Chan-a-tuck, about 12 o'clock, called deceased wanted to see me; I went immediately; the prisoner was there. Soomah's servant told me that deceased was giddy and suspected prisoner had poisoned her, and told him so. He said "I will go with you anywhere, and I do not care for anything." He went with me to Soomah's house; the deceased got hold of him by the sleeves and said "Tung ngo-shan yuen, ta kow ngo," (revenge me and save my life); at the same time beating her breast and cutting her hand to her mouth, pointed to the prisoner; she appeared to be choking. Prisoner made no remark.

The inquest was not finished when we went to press.

#### Canton.

We have lately heard that in the vicinity of Canton, upwards of ten persons have been bitten by snakes. Several of the number lost their lives from the effects of the bites received. The snakes being invited from their places of concealment by the increasingly warm weather, came forth for an airing, with the above results.

#### CHINA AFFAIRS AT HOME.

(From our London Correspondent.)

London April 7th 1876.

The last mail brought us the text of the judgment delivered in the Supreme Court, Hongkong, in the case of the Trustees of Aug. Heard & Co. v. Benneke, Southey & Co.; and the unfavourable impression which was before very generally entertained with regard to the manner in which Messrs. Heard's business had been conducted prior to their failure, has been very greatly increased. So far as I am informed nothing is known as to whether an appeal will be made; but I should think the probability lies in the direction of the case resting where it is.

News has been received from Berlin to the effect that a commercial caravan, accompanied by a Cossack escort and a scientific expedition, is about to leave the Russo-Siberian Province of Semipalatinsk to proceed to Western China by the new route from Sainan to Lan-Tehu, on the Yellow River, explored by Colonel Sosnovski. The new route is 2,000 versts shorter than the Kiachta road and perfectly practicable for vehicles. This, combined with the announcements a short time back that a new Russian trading company with a large capital was about to be formed for the purpose of conducting business in tea in the interior, shows that considerable attention is being directed by "the Colossus of the North" to its commercial—and probably also its political—interests in China. You may recollect also that some months back it was reported that the Russian Government intended to foster a steamboat traffic with the East via the Suez Canal, by subsidizing Russian vessels to the extent of paying them back the amount charged for the Canal dues.

A new and unexpected field has been suggested for the employment of Chinese labourers. As you are no doubt aware, the provincial affairs of Egypt have been rapidly getting into a state of dire confusion, and Mr. Cave, M.P., was commissioned to consult with the Khedive as to the means necessary for putting the country upon its monetary legs again. In the report which he made it is suggested that Chinese might be profitably employed in cultivating large tracts of land which are now useless, and it seems that the Khedive would be willing to grant facilities to any enterprising Colonial who would care to cultivate his land and add to his revenue. Should anything come of this idea, we may one of these days see Chinese emigration setting in in quite a new direction, and the results of such a movement would probably be of great importance.

For some time past it has been rumoured that the Chinese Government have been contemplating raising a loan of some magnitude in Europe; but it is to be presumed that, if they really have had this idea, they will see the advisability of obtaining for some time at least from putting it into practice. The public have been so grievously bitten by Turkish, Persian and other loans, that they would certainly look very unfavourably upon one on the part of China, and it would be consequently extremely difficult to float it.

#### Police Intelligence.

(Before the Hon. C. May.)

May 16, 1876.

MANSLAUGHTER.

Mr. C. V. Lang and Mr. Jesse Harold, chief and second engineers of the River steamer *Kinshan*, surrendered to their bail to answer the charge of culpable negligence in causing the death of one Wong Achow, a Chinese passenger on board the steamer on the 6th inst.

The first witness called was Lee Ayow. He stated as follows: On the 6th inst., I went on board the *Kinshan* with the deceased Wong Achow, a hawker of salt fish. We both intended to go to Canton to our respective native places. We started at 8 a.m. We were sitting forward, alongside of each other, near the fore-hatch, immediately close to it. The hatch was put on. About half past 8 o'clock, when the steamer got to a place called Chin Fa Lok, near Chin Wan, a sound of explosion was heard; then smoke and steam entered the place where we were sitting. The passengers became alarmed and we still moved forward. I did not notice Wong Achow then. The steam and smoke were very suffocating and quite hot. They came as far as we were sitting. The steam and smoke were too thick, so that we had to feel our way to the fore-part. We could not see on account of the smoke and steam. I went up the ladder to the upper deck and was all right. I found that Wong Achow was not with me then. The steamer then came to an anchor, and I looked for Wong Achow. I could not find him for some time. I went down the same ladder when the smoke and steam had dissipated, and found the deceased lying in the hatch at the fore-part. I looked into the hatch accidentally. The hold was about three or four feet deep. He was dead then. When the vessel came into Hongkong, I reported the occurrence to the deceased's wife, and the body was taken to Hospital.

Mr. May asked who was the doctor examined at the inquest.

Inspector Grimes said Dr. Wherry was the doctor. He had notified him to attend, but he said he would not do so unless he got a message from the Magistrate.

Mr. May observed that Mr. Grimes might have said that he had a message from the Magistrate to ask Dr. Wherry to attend. He asked if the Inspector wished for a subpoena.

The Inspector replied that he had sent word again by the ward master that the message came from the Magistrate, and if Dr. Wherry would not appear, he would have to apply for a subpoena.

Mr. May called for the register of the steamer *Kinshan*.

Capt. Sands said it was not here; it was in Canton.

Capt. Deane asked if Mr. Brereton would accept notice to produce it, if necessary.

Mr. Brereton said he would.

Cross-examined by Mr. Brereton—I had to look long for the deceased before I found him. I had been looking in several places. The hatchway was not covered. I did not raise the hatch to find the deceased. At the time of the explosion, the deceased was alongside of me. The deceased had his bundle and pillow-box beside him. I suppose the deceased took the things away with him when he ran away towards the ladder. I was not hurt by the explosion, except when I ran away and knocked against something. I do not know how the deceased came into the hold.

By the Court:—I did not see anybody jump overboard or forced overboard by the pressure from behind during the rush.

The pillow box was in perfect order when the deceased was sitting beside me before the accident. It was broken when I found the deceased in the hold.

Mr. May, at this stage, asked if Dr. Wherry was coming or not.

Inspector Grimes said he did not know.

Capt. Deane said the shortest way would be to send a subpoena. A subpoena was accordingly issued.

Mr. D. Robb, Inspector of Machinery in H. M. Navy, was called and deposed as follows:—I was examined before the Coroner on the 12th inst. I received a summons from the Coroner in the afternoon, in connection with this matter. I attended the enquiry. In consequence of this summons, I came to the Magistrate and was shown an iron plate, the same now in Court. I examined it. The plate is 6 feet 6 inches by 3 feet 8 inches. I cannot tell the description of iron. The thickness is ¼ of an inch. Certain parts of the plate are only a little more than ¼ of an inch thick. It appears to me that the upper part of this plate had been patched up before. I can see that at the part where it is ¼ of an inch thick, there had been a patch of iron. A portion of the plate was blown clean out, nearly a square foot in area. The patch was right under the portion blown off. When I made the examination, the piece of patching was off the plate, as I now see it. The patch is 4 feet 2 inches by 9½ inches. This patch was taken off by force I saw it. Having regard to the thickness of the plate produced, it is not safe to carry any pressure of steam. But if used for a day or two—or about a week—I should think 10 pounds of steam per square inch could be carried. I would of course use it only in urgency. I know the *Kinshan* is a River steamer. I think it is not safe to run a steamer with such a plate. It would be the duty of the Chief Engineer or the engineer in charge to ascertain the state of the plates. The Chief Engineer, head of the department, would be responsible to the Superintendent. If the patch had been put on recently, the thickness of the plate must have been seen. (This question was objected to by Mr. Brereton, but over-ruled.) I mean by recently that it took place within a month. It is the duty of the Chief Engineer to test the bolles periodically. I should say once in three months. The test I mean is by hammering the plates, and an experienced person would detect the weak parts. The other test is by boring a hole into the plates. The final test is by cold-water pressure. This is the safest test. Even with a patch on the test of hammering will not be affected, if by an experienced man. If a person is in charge of an engine it is his duty to examine the engines, particularly the boiler.

By Mr. Brereton:—It is not within my experience that there might be a latent defect in a plate of iron not visible to the eye until it developed itself by being very much worn. It sometimes happens that it is possible for the fibres of one part of a plate to be weaker than in another part. If there is a defect in the fibres of the plate, deterioration would set in quicker than in another part of a plate. If deterioration of such a kind takes place in the super-heater, the deterioration sets in much quicker from the heat of the steam. The part exploded in this case was in the super-heater and comes immediately under the description of what I have deposed to. It is only a portion of the plate that has been reduced to 1/8th of an inch; the rest is of its original thickness, or very nearly so. The thinness of the plate where the explosion occurred may be traceable to some such innate defect in the iron as I have deposed. I should think it possible for all the deterioration in the plate to have taken place within the last two or three months. My opinion that there has been a gradual deterioration, and continuous. If the steamer had been run regularly, I would expect the same gradual deterioration and galvanised action take place and reduce the plate. The engineers of the R. N. require a great degree of efficiency. The examination is of much higher order than in the merchant service. My opinion in this matter is not entirely formed from my experience in the R. N. I know from general repute of a serious explosion that had occurred on board a gunboat in the Harbour. It takes place, while in Sheerness. The accident killed a number of men. I have known several minor explosions, as a matter of repute. It is more difficult to sound the plates of the super-heater than the lower plates because the former are not so accessible.

By the Court:—I did not observe any cuts or wounds on the body of the deceased. I cannot swear that he died of the scalding. I observed that the scalding was sufficient to account for death and I made no further examination.

By the Court: If there had been a cut or wound underneath the clothes, I should not have seen it, as I did not have the clothes taken off.

The case was then adjourned till Friday next at 11 a.m. The defendants were admitted to bail as before ordered.

Dr. Wherry asked the Court whose duty it was to warn the witnesses to attend at the Court?

Mr. May replied that it was the Inspector in charge of the case.

Dr. Wherry thought he should have notice beforehand; not that he should be sent for the moment he was wanted.

Mr. May thought the convenience of all parties should be considered, especially that of a professional man like the doctor, whose time was not his own.

#### SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. Justice Snowdon.)

16th May, 1876.

Chow Ahow v. Hudson, \$7.80.—This was a claim for wages as house-boy to the plaintiff. The plaintiff entered the defendant's service on the 6th March at 66 a month, and had only received \$11 for the period he had been in the employ up to the 6th inst., when he left. He asked Mr. Hudson for his pay and she only paid him \$5, deducting \$1 in the loss of some

property. He refused to take this amount and then left.

The defendant said the plaintiff was engaged as a substitute in place of the regular boy. This boy did not return, and the defendant was engaged permanently, and the understanding that he was to be responsible for all losses. A pair of carvers was lost and \$1 was deducted from his pay. He made a great noise and used abusive language, so that the service of a Constable had to be invoked to eject him.

His Lordship non-suited the plaintiff, holding that he was not entitled to any wages.

N. Mody and others v. G. De Champagne, \$476.32.—The defendant in this case was sued as agent for the M. M. Mail steamship Company for short delivery of goods, consigned to the defendants who are merchants in the Colony.

Mr. Sharp appeared for the plaintiffs, and Mr. Brereton for the defendant.

From the opening statement of Mr. Sharp, it appeared that a quantity of cotton was consigned to the plaintiffs by M.M. steamship *Ylve*. There were three different consignments, and altogether 15 bales of cotton were missed, 12 in one 2 in another and 1 in the third. These bales were marked with distinct letters, designating the growth of the cotton and giving the names of the consignors. When the steamer arrived, all the bales of the three consignments were received in order except the fifteen now in dispute. The plaintiffs had tried all they could to come to a settlement but failed, hence the matter was brought into Court.

On behalf of the defendant, Mr. Brereton urged that a memo. of all that had been delivered was furnished, and that at present there was a quantity of cotton lying in the godowns of the Company which were not claimed, and that these formed part of the missing property. Mr. Brereton claimed exemption from any claim under the terms of the bill of lading.

Evidence was then taken and his Lordship reserved judgment.

By the Court:—I did not see anybody jump overboard or forced overboard by the pressure from behind during the rush.

The pillow box was in perfect order when the deceased was sitting beside me before the accident. It was broken when I found the deceased in the hold.

Mr. May, at this stage, asked if Dr. Wherry was coming or not.

Inspector Grimes said he did not know.

Capt. Deane said the shortest way would be to send a subpoena. A subpoena was accordingly issued.

By the Court:—I did not observe any cuts or wounds on the body of the deceased. I cannot swear that he died of the scalding. I observed that the scalding was sufficient to account for death and I made no further examination.

By the Court: If there had been a cut or wound underneath the clothes, I should not have seen it, as I did not have the clothes taken off.

The case was then adjourned till Friday next at 11 a.m. The defendants were admitted to bail as before ordered.

Dr. Wherry asked the Court whose duty it was to warn the witnesses to attend at the Court?

Mr. May replied that it was the Inspector in charge of the case.

Dr. Wherry thought he should have notice beforehand; not that he should be sent for the moment he was wanted.

Mr. May thought the convenience of all parties should be considered, especially that of a professional man like the doctor, whose time was not his own.

By the Court:—I did not see anybody jump overboard or forced overboard by the pressure from behind during the rush.

The pillow box was in perfect order when the deceased was sitting beside me before the accident. It was broken when I found the deceased in the hold.

Mr. May, at this stage, asked if Dr. Wherry was coming or not.

Inspector Grimes said he did not know.

Capt. Deane said the shortest way would be to send a subpoena. A subpoena was accordingly issued.

By the Court:—I did not observe any cuts or wounds on the body of the deceased. I cannot swear that he died of the scalding. I observed that the scalding was sufficient to account for death and I made no further examination.

By the Court: If there had been a cut or wound underneath the clothes, I should not have seen it, as I did not have the clothes taken off.

The case was then adjourned till Friday next at 11 a.m. The defendants were admitted to bail as before ordered.

Dr. Wherry asked the Court whose duty it was to warn the witnesses to attend at the Court?

Mr. May replied that it was the Inspector in charge of the case.

Dr. Wherry thought he should have notice beforehand; not that he should be sent for the moment he was wanted.

Mr. May thought the convenience of all parties should be considered, especially that of a professional man like the doctor, whose time was not his own.

By the Court:—I did not see anybody jump overboard or forced overboard by the pressure from behind during the rush.

The pillow box was in perfect order when the deceased was sitting beside me before the accident. It was broken when I found the deceased in the hold.

Mr. May, at this stage, asked if Dr. Wherry was coming or not.

Inspector Grimes said he did not know.

Capt. Deane said the shortest way would be to send a subpoena. A subpoena was accordingly issued.

By the Court:—I did not observe any cuts or wounds on the body of the deceased. I cannot swear that he died of the scalding. I observed that the scalding was sufficient to account for death and I made no further examination.

By the Court: If there had been a cut or wound underneath the clothes, I should not have seen it, as I did not have the clothes taken off.

The case was then adjourned till Friday next at 11 a.m. The defendants were admitted to bail as before ordered.

Dr. Wherry asked the Court whose duty it was to warn the witnesses to attend at the Court?

Mr. May replied that it was the Inspector in charge of the case.

Dr. Wherry thought he should have notice beforehand; not that he should be sent for the moment he was wanted.

Mr. May thought the convenience of all parties should be considered, especially that of a professional man like the doctor, whose time was not his own.

By the Court:—I did not see anybody jump overboard or forced overboard by the pressure from behind during the rush.

The pillow box was in perfect order when the deceased was sitting beside me before the accident. It was broken when I found the deceased in the hold.

Mr. May, at this stage, asked if Dr. Wherry was coming or not.

Inspector Grimes said he did not know.

Capt. Deane said the shortest way would be to send a subpoena. A subpoena was accordingly issued.

By the Court:—I did not observe any cuts or wounds on the body of the deceased. I cannot swear that he died of the scalding. I observed that the scalding was sufficient to account for death and I made no further examination.

By the Court: If there had been a cut or wound underneath the clothes, I should not have seen it, as I did not have the clothes taken off.

The case was then adjourned till Friday next at 11 a.m. The defendants were admitted to bail as before ordered.

Dr. Wherry asked the Court whose duty it was to warn the witnesses to attend at the Court?

Mr. May replied that it was the Inspector in charge of the case.

Dr. Wherry thought he should have notice beforehand; not that he should be sent for the moment he was wanted.

Mr. May thought the convenience of all parties should be considered, especially that of a professional man like the doctor, whose time was not his own.

By the Court:—I did not see anybody jump overboard or forced overboard by the pressure from behind during the rush.

The pillow box was in perfect order when the deceased was sitting beside me before the accident. It was broken when I found the deceased in the hold.

Mr. May, at this stage, asked if Dr. Wherry was coming or not.

Inspector Grimes said he did not know.

Capt. Deane said the shortest way would be to send a subpoena. A subpoena was accordingly issued.

By the Court:—I did not observe any cuts or wounds on the body of the deceased. I cannot swear that he died of the scalding. I observed that the scalding was sufficient to account for death and I made no further examination.

By the Court: If there had been a cut or wound underneath the clothes, I should not have seen it, as I did not have the clothes taken off.

The case was then adjourned till Friday next at 11 a.m. The defendants were admitted to bail as before ordered.

Dr. Wherry asked the Court whose duty it was to warn the witnesses to attend at the Court?

Mr. May replied that it was the Inspector in charge of the case.

Dr. Wherry thought he should have notice beforehand; not that he should be sent for the moment he was wanted.

Mr. May thought the convenience of all parties should be considered, especially that of a professional man like the doctor, whose time was not his own.

By the Court:—I did not see anybody jump overboard or forced overboard by the pressure from behind during the rush.

The pillow box was in perfect order when the deceased was sitting beside me before the accident. It was broken when I found the deceased in the hold.

Mr. May, at this stage, asked if Dr. Wherry was coming or not.

Inspector Grimes said he did not know.

Capt. Deane said the shortest way would be to send a subpoena. A subpoena was accordingly issued.

By the Court:—I did not observe any cuts or wounds on the body of the deceased. I cannot swear that he died of the scalding. I observed that the scalding was sufficient to account for death and I made no further examination.

By the Court: If there had been a cut or wound underneath the clothes, I should not have seen it, as I did not have the clothes taken off.

The case was then adjourned till Friday next at 11 a.m. The defendants were admitted to bail as before ordered.

Dr. Wherry asked the Court whose duty it was to warn the witnesses to attend at the Court?

Mr. May replied that it was the Inspector in charge of the case.

Dr. Wherry thought he should have notice beforehand; not that he should be sent for the moment he was wanted.

Mr. May thought the convenience of all parties should be considered, especially that of a professional man like the doctor, whose time was not his own.

By the Court:—I did not see anybody jump overboard or forced overboard by the pressure from behind during the rush.

The pillow box was in perfect order when the deceased was sitting beside me before the accident. It was broken when I found the deceased in the hold.

Mr. May, at this stage, asked if Dr. Wherry was coming or not.

Inspector Grimes said he did not know.

Capt. Deane said the shortest way would be to send a subpoena. A subpoena was accordingly issued.

By the Court:—I did not observe any cuts or wounds on the body of the deceased. I cannot swear that he died of the scalding. I observed that the scalding was sufficient to account for death and I made no further examination.

By the Court: If there had been a cut or wound underneath the clothes, I should not have seen it, as I did not have the clothes taken off.

The case was then adjourned till Friday next at 11 a.m. The defendants were admitted to bail as before ordered.

Dr. Wherry asked the Court whose duty it was to warn the witnesses to attend at the Court?

Mr. May replied that it was the Inspector in charge of the case.

Dr. Wherry thought he should have notice beforehand; not that he should be sent for the moment he was wanted.

Mr. May thought the convenience of all parties should be considered, especially that of a professional man like the doctor, whose time was not his own.

By the Court:—I did not see anybody jump overboard or forced overboard by the pressure from behind during the rush.

The pillow box was in perfect order when the deceased was sitting beside me before the accident. It was broken when I found the deceased in the hold.

Mr. May, at this stage, asked if Dr. Wherry was coming or not.

Inspector Grimes said he did not know.

Capt. Deane said the shortest way would be to send a subpoena. A subpoena was accordingly issued.

By the Court:—I did not observe any cuts or wounds on the body of the deceased. I cannot swear that he died of the scalding. I observed that the scalding was sufficient to account for death and I made no further examination.



